

BookletChart™

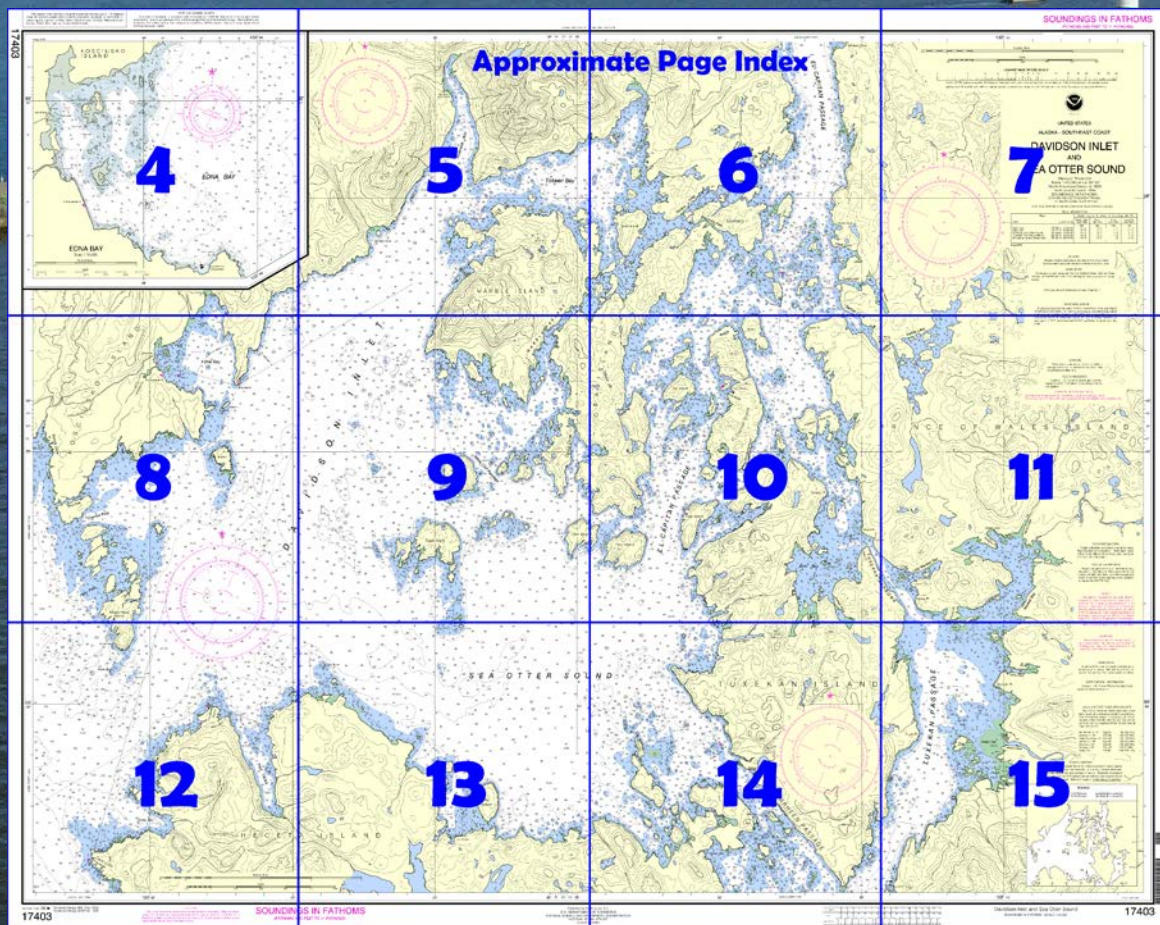
Davidson Inlet and Sea Otter Sound NOAA Chart 17403



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17403>.



(Selected Excerpts from Coast Pilot)

Tuxekan Passage has its S entrance on the SE side of Karheen Passage, and extends N along the E side of **Tuxekan Island** for about 10 miles to El Capitan Passage. The shores are indented with numerous bights, coves, and bays that provide anchorage in any desired depth. The width varies from a maximum of about 2 miles N of Staney Island to about 225 yards in **Tuxekan Narrows**. This passage is preferred to Karheen Passage by some

operators enroute between Tonowek Bay and El Capitan Passage.

Currents.—The currents in Tuxekan Passage set generally N on the flood and S on the ebb. The velocity of the current is weak, being less than 1

knot. (See the Tidal Current Tables for daily predictions.)

Staney Island, about 3.5 miles NE of Kauda Point (55°46.4'N., 133°15.5'W.), is the largest and most NW of a chain of wooded islands that extend into Tuxekan Passage from the E shore. The passage to the W and SW of Staney Island is clear, but from other directions it should be approached with caution. A 1¼-fathom rock and a 1½-fathom rock are 0.8 mile and 0.5 mile N, respectively, of the island. NE from Staney Island the waters are generally foul with a number of submerged rocks and rocks that uncover 1 to 7 feet.

Naukati Bay is the largest indentation in the E shore of Tuxekan Passage. Its entrance, about 2 miles N of Staney Island, is constricted by rocks and kelp, and the entire area has numerous islets, reefs, and rocks.

Klinau Island, on the W side of the entrance to Naukati Bay should be given a wide berth. A rock that uncovers 5 feet is about 0.3 mile SSW of the island, and the waters around it from E through S to W are foul.

Nichin Cove on the W side of the passage, about 1.3 miles WSW of Klinau Island, affords good small-craft anchorage. A ramp and float, with a 60-foot face, are on the W side of the cove near the entrance.

El Capitan Passage has its entrance on the NE side of Sea Otter Sound. It extends about 18 miles in a N direction from Sea Otter Sound to Aneskett Point, then trends W for about 6.5 miles to Shakan Strait. The S part of the passage is 1 to 4 miles wide, forming a bay about 7 miles long with numerous rocks and islets. To the N of this section the passage is 0.3 to 1 mile wide and is comparatively clear to Aneskett Point. The shoreline should not be approached too closely, as numerous rocks, awash at various stages of the tide, are close-to. From a point about 3.5 miles W of Aneskett Point to Shakan Strait a 12-foot channel has been dredged through the shoals to provide a protected route for fishing vessels and log rafts.

Channels.—Local knowledge is desirable for safe navigation through the channels in El Capitan Passage. This applies in particular to the section between Aneskett Point and Shakan Strait, including **Dry Pass**. From N of Tenass Island to Aneskett Point, midchannel courses hold good; from Sea Otter Sound to Tenass Island, various courses among the islands may be followed. The charts are the guide to safe navigation. The channel above Aneskett Point favors the S shore until about 1.8 miles W of the point, where it takes a turn to the SSW and narrows. Here a small wooded islet in the midchannel should be left to the W. Then for about 1.5 miles a midchannel course should be followed to the E end of a Federal project about 2.8 miles long that provides for a 12-foot channel dredged through seven shoals, including Dry Pass, to the W entrance of El Capitan Passage at Shakan Strait. Daybeacons mark the dredged sections of the channel. In 2005, the controlling depth was 9.1 feet in the dredged sections of the channel with 3.6 feet in the right outside quarter at Daybeacon 9 and 5.3 feet in the left outside quarter about 235 yards W of Daybeacon 2.

Anchorage.—All of El Capitan Passage is protected, and large vessels can anchor wherever the depths are suitable; the chart is the best guide. Small craft can usually find anchorage in the bights and inlets that indent the shores of the passage.

Tides and currents.—In the S part of El Capitan Passage, the current floods N from Sea Otter Sound. In the channel between El Capitan Island and Tuxekan Island, the velocity of the current may reach 3 knots. In the channel N of Tenass Island the current is reported to be negligible. In Dry Pass, the current floods E with a velocity of 1.8 knots and ebbs W with a velocity of 0.9 knot.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



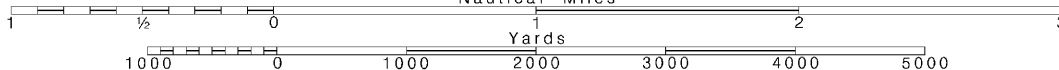
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

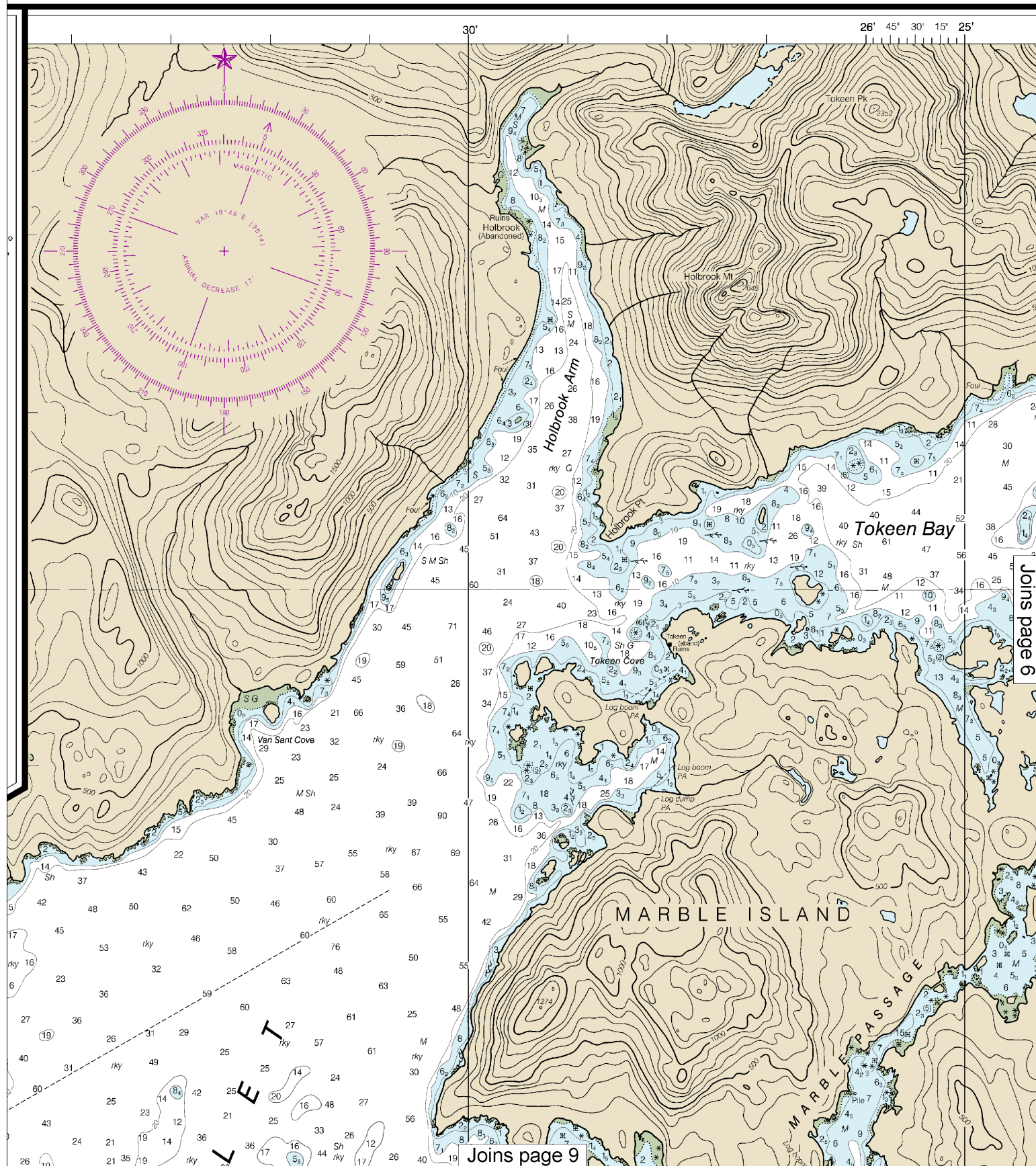
These volumes are available online at <http://www.navcen.uscg.gov>



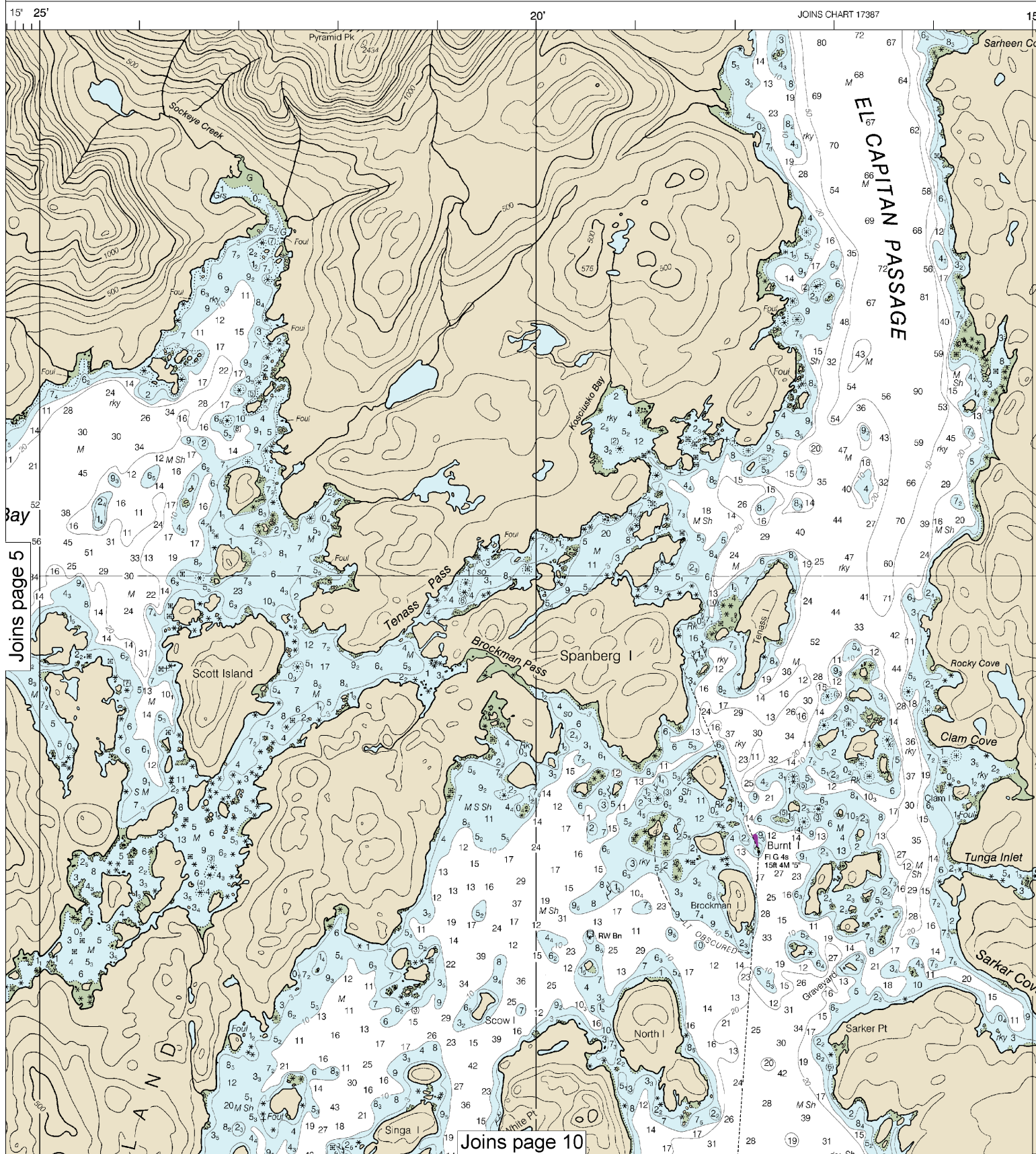
Printed at reduced scale.

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



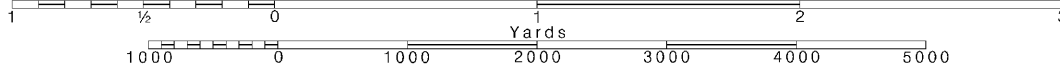
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

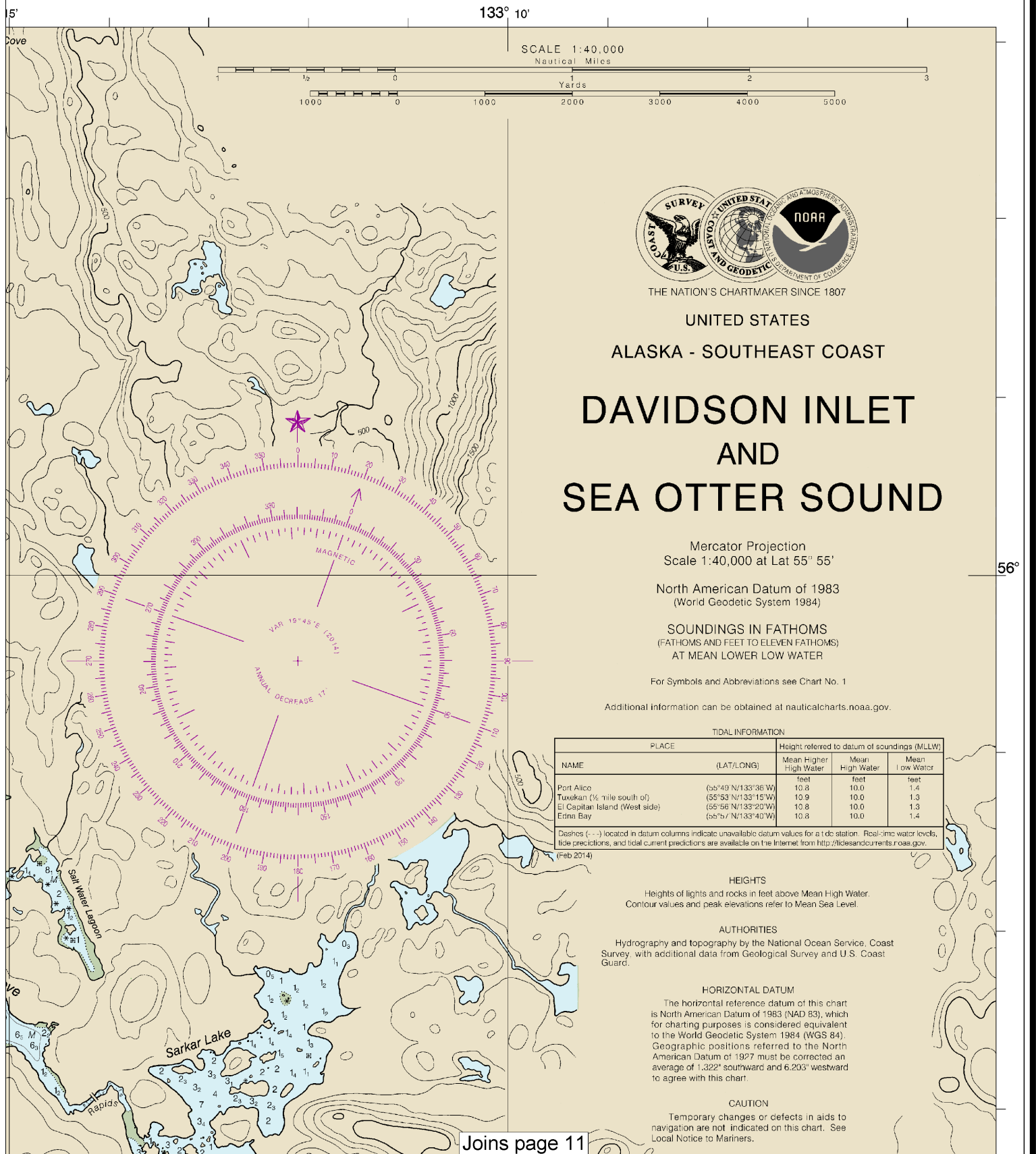
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

DAVIDSON INLET AND SEA OTTER SOUND

Mercator Projection
Scale 1:40,000 at Lat 55° 55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Port Alice	(55°49' N/133°36' W)	10.8	10.0	1.4
Tuxekan (1/2 mile south of)	(55°53' N/133°15' W)	10.9	10.0	1.3
El Capitan Island (West side)	(55°56' N/133°20' W)	10.8	10.0	1.3
Edna Bay	(55°57' N/133°40' W)	10.8	10.0	1.4

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Feb 2014)

HEIGHTS

Heights of lights and rocks in feet above Mean High Water.
Contour values and peak elevations refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from Geological Survey and U.S. Coast Guard.

HORIZONTAL DATUM

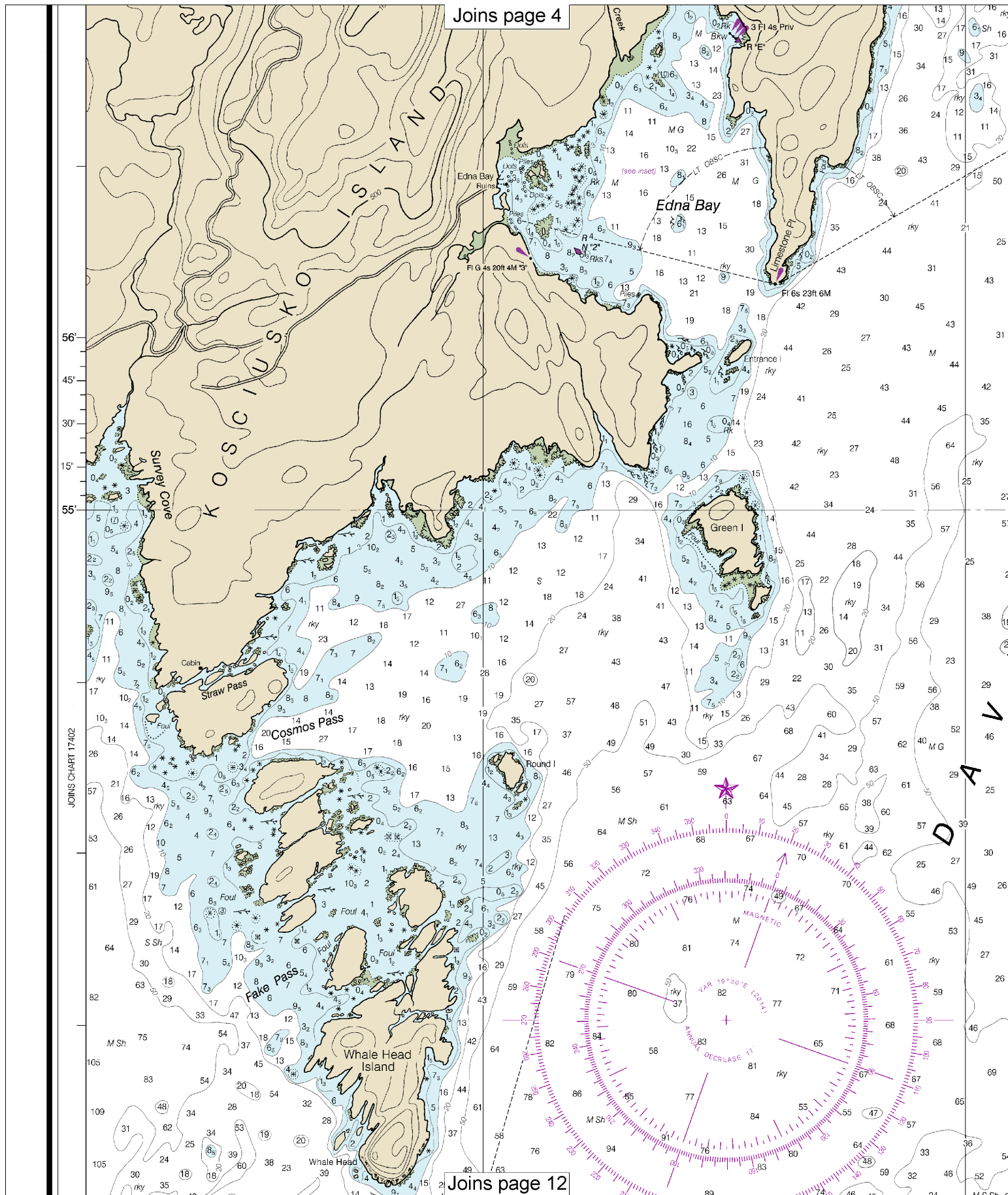
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.322" southward and 6.203" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Joins page 11

Last Correction: 11/16/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



Joins page 4

Joins page 12

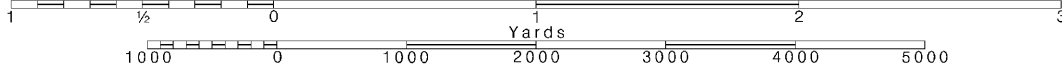
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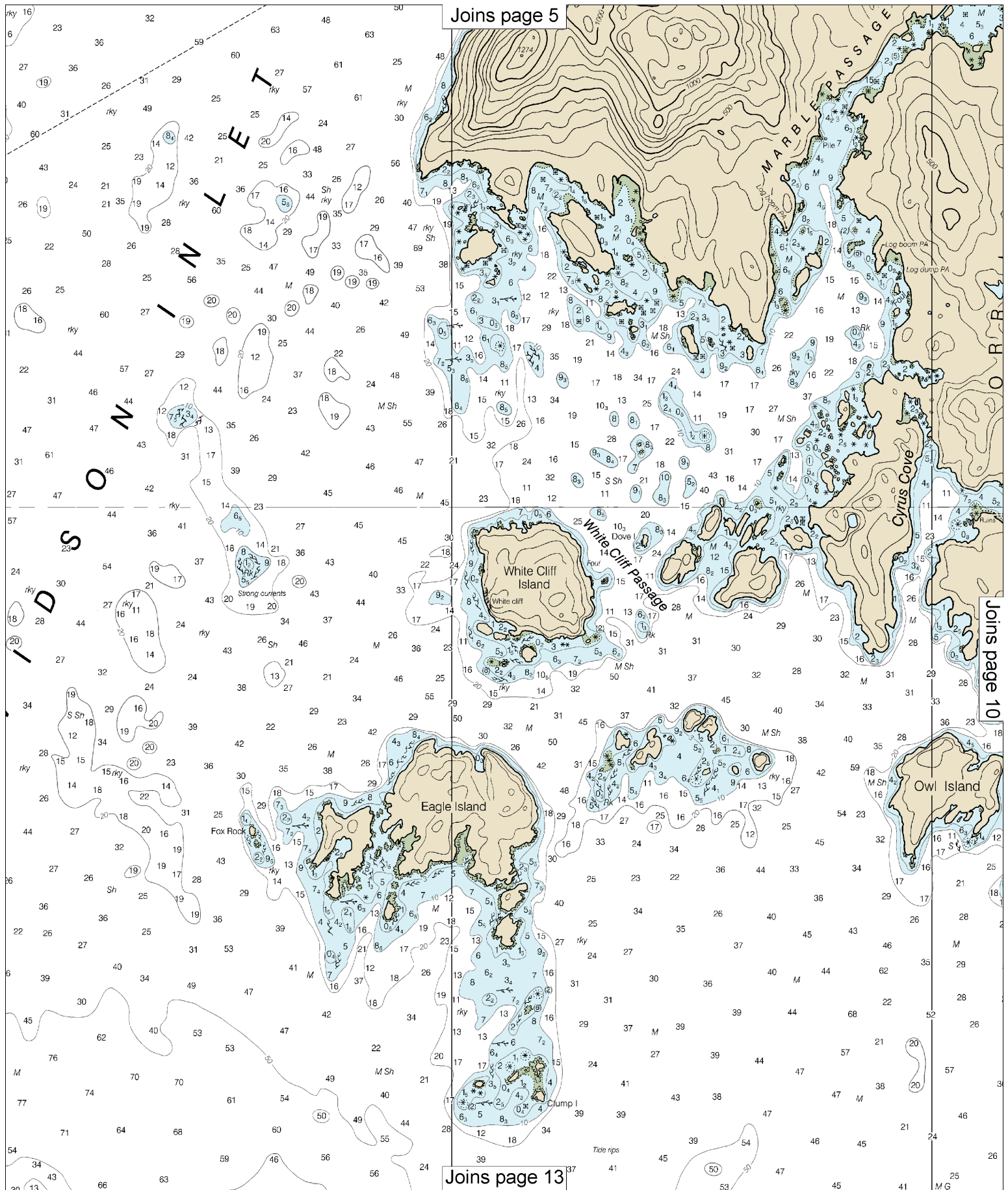
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 5

Joins page 10

Joins page 13

Joins page 7

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from Geological Survey and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.322" southward and 6.203" westward to agree with this chart.

CAUTION

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

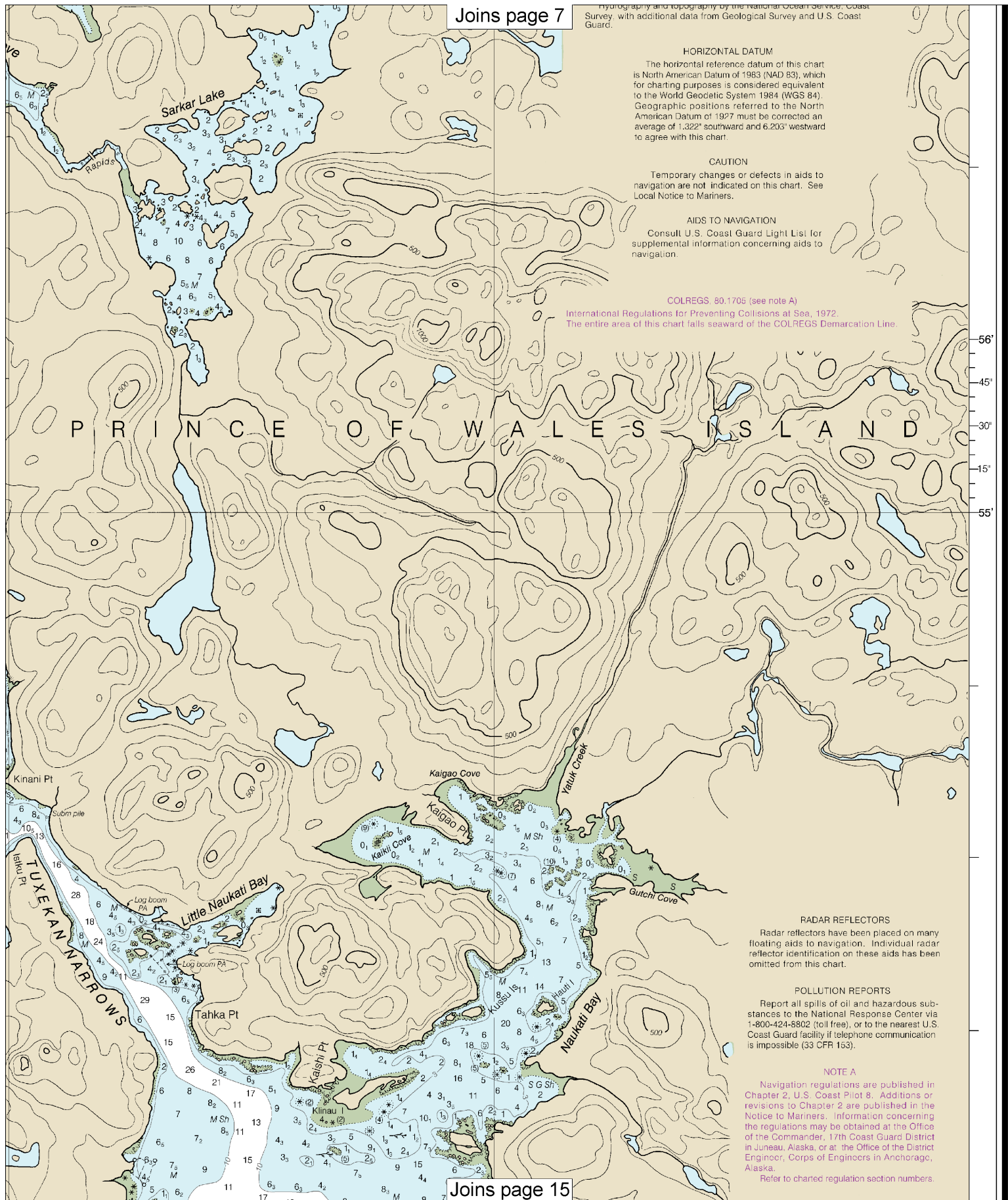
COLREGS. 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

P R I N C E O F W A L E S I S L A N D

56°
45°
30°
15°
55°



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 163).

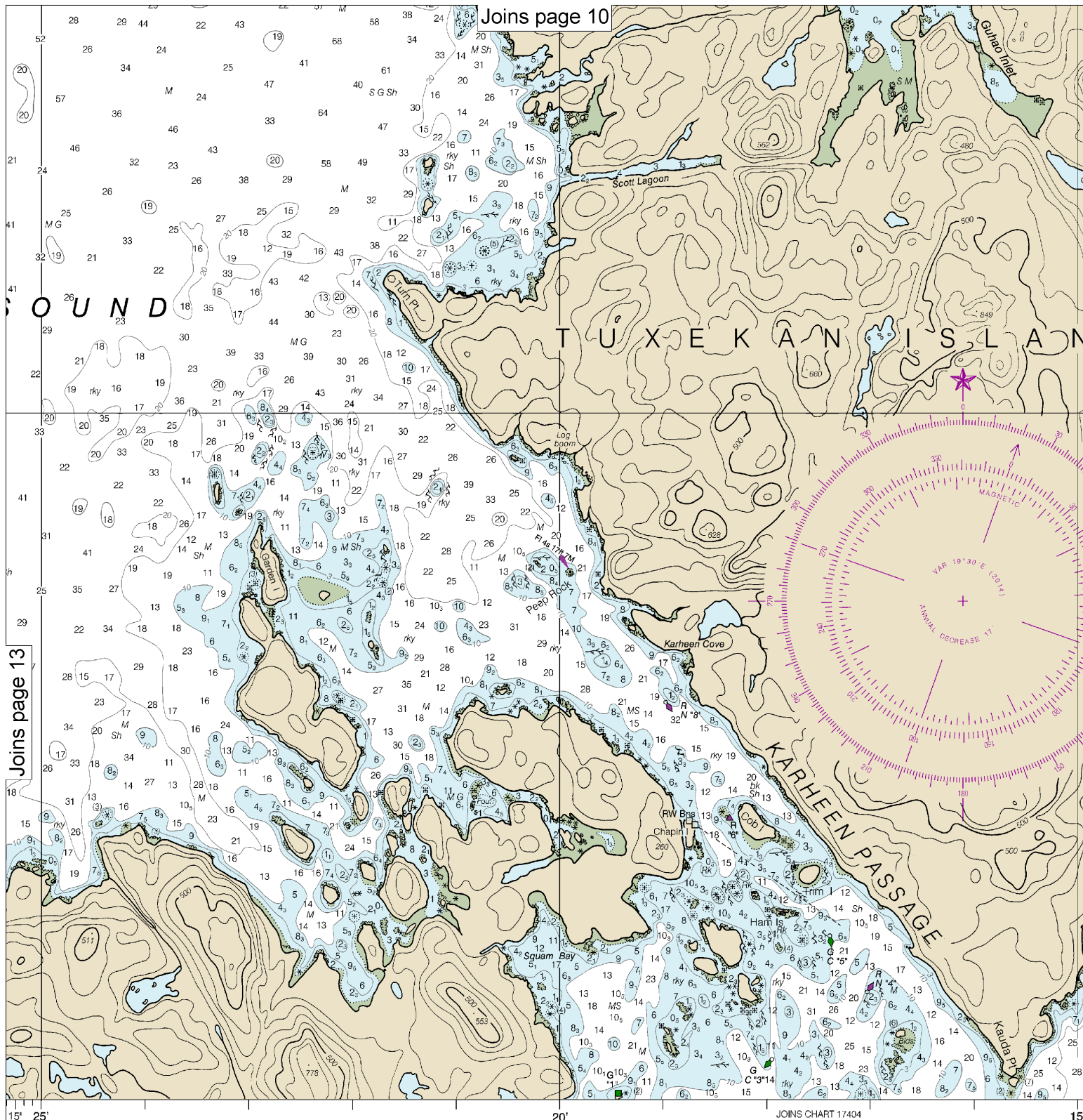
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Joins page 15





Published at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NAUTIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
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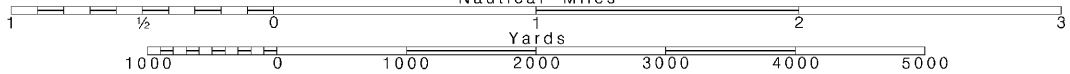
14

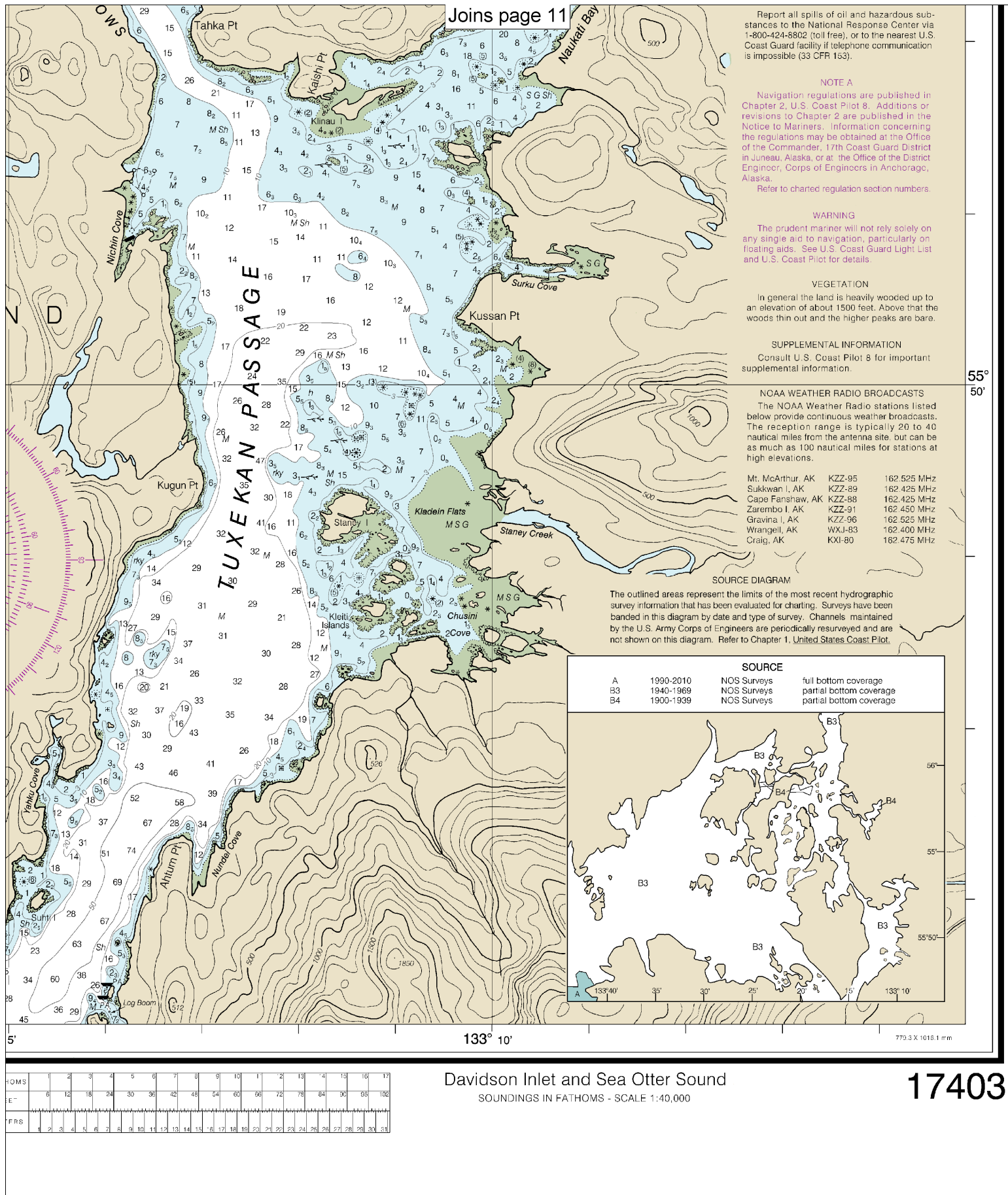
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.